





## Intimations.

**DAKIN BROS. OF CHINA, LIMITED.**  
DISPENSING CHEMISTS.

## WINE AND SPIRIT DEPARTMENT.

**WHISKY, SCOTCH, F. O. S. DAKIN.**  
A blend of the finest Whiskies produced in Scotland, fully matured in wood before bottling.

White Capsule \$10 per dozen, \$1 per bottle.

**BENAVON.**—A perfectly pure clean spirit with a distinct pear taste; entirely free from fusel oil or other deleterious substance.

Square bottle, Gold Capsule, \$7 per dozen, 65 cents per bottle.

**DAKIN BROS. OF CHINA, LIMITED.**

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL.  
Hongkong, 20th October, 1890.



## WINES AND SPIRITS.

BY APPOINTMENT.

**A. S. WATSON & CO., LD.**  
(ESTABLISHED A.D. 1842.)  
HONGKONG.

WE invite attention to the following old brandies, all of which are of excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired. Orders through Local Post or by Telegram receive prompt attention.

**PORTS.** (For Invalids and general use.)

	Per Case	Per Bottle
A Alto Douro, good quality, Green Capsule.....	\$10	\$1.00
B Vintage Superior quality, Red Capsule.....	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50

	Per Case	Per Bottle
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....		
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.50

	Per Case	Per Bottle
CLARETS.		
A Superior Breakfast Claret, Red Capsule.....	\$4	\$4.50
B St. Estephe, Red Capsule.....	4.50	2.50
C St. Julien.....	7	12.00
D La Rose.....		

	Per Case	Per Bottle
BRANDY.		
A Hennessy's Old Pale, Red Capsule.....	\$12	\$1.10
B Superior Very Old Cognac, Red Capsule.....	14	1.25
C Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule.....	24	2.00

	Per Case	Per Bottle
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule.....	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C Watson's Very Old Liqueur, Red Capsule with Name and Trade Mark.....	8	0.75
D Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10

	Per Case	Per Bottle
IRISH WHISKY.		
A John Jameson's Old, Green Capsule.....	8	0.75
B John Jameson's Fine Old, Green Capsule.....	10	1.00
C John Jameson's Very Fine Old, Green Capsule.....	12	1.10
D GENUINE BOURBON WHISKY, Fine Old, Red Capsule, with Name.....	10	1.00

	Per Case	Per Bottle
GIN.		
A Fine Old Tom, White Capsule.....	4.50	0.40
B Fine Unsweetened, White Capsule.....	4.50	0.40
C Fine A. V. H. Geneva.....	5.25	0.50

	Per Case	Per Bottle
RUM.		
A Fine Old Jamaica, Violet Capsule.....	12	1.00
B Good Leonard Island, \$1.50 per Gallon.		

	Per Case	Per Bottle
LIQUEURS.		
Benedictine.....		
Maraschino.....		
Curacao.....		
Chartreuse.....		
Herring's Cherry Cordial.....		
Dr. Siegert's Angostura Bitters, &c.		

	Per Case	Per Bottle
TO SUBSCRIBERS.		
SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY		

	Per Case	Per Bottle
REMINDED THAT ALL Subscribers must		
be paid in advance.		

## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 22, 1890.

## TELEGRAMS.

## ITALY.

LONDON, October 21st.  
Signor Crispien, speaking at Florence, said that the Government were firmly resolved to maintain alliances, and he appealed to the country for support in combating Irredentism.

## THE IRISH M. P.'s.

October 21st.  
Messrs. William O'Brien and Dillon, who were arrested sometime ago for inciting tenants to withhold payment of their rents, have escaped and secretly gone to America; their bail of £1,000 each has been exonerated.

## October 13th.

Diligent but unsuccessful search has been made on board all the outward bound steamers at Queenstown owing to the belief that Messrs. O'Brien and Dillon have not yet started for America.

## NATAL.

The partisans of self government have triumphed at the recent elections in Natal.

## GREAT BRITAIN AND ITALY.

There has been parleying between England and Italy relative to the claim of the latter to occupy Cassala.

## THE COUNTESS OF ROSEBERY.

Lady Rosebery is suffering from typhoid fever.

## AFRICAN BOUNDARIES.

October 20th.  
Lord Dufferin will shortly resume negotiations with regard to the African national boundaries. [What are the African national boundaries?—Ed., H.K.T.]

## SEVERE GALE AT SCARBOROUGH.

A furious gale has occurred at Scarborough. [We regret to have to inform our readers that Queen Anne is dead. So mote it be.—Ed., H.K.T.]

## LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Vereina* left Nagasaki for this port at 4.30 p.m. yesterday.

CASTELLAR, the eminent Spanish statesman, is writing a life of Christ, and is also busy on a history of Spain.

A MEETING to settle preliminaries with regard to the forthcoming Regatta was held at the Victoria Recreation Club at 6 p.m. this evening.

QUATREPAIS reckons up at least one hundred and seventy-two races of men, all, however, reducible to three fundamental, the black, yellow, and white stems.

To assist in the navigation of the north-west Channel at Moreton Bay, Queensland, a black buoy has been placed at the northern extremity of the north-west banks.

THE Hall of Novelty and Mystery is now open at No. 9 Lyndhurst Terrace. Performances take place every half hour, and the cost of admission is only twenty-five cents.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Saxonia* arrived at Yokohama to-day, and will probably sail on the 24th inst. for this port.

THE P. & O. steamship *Ventila* (Capt. Cray) which arrived here this morning from Singapore "spoke" a ship signalling J. R. Z. K. on the 19th inst. off Maclefield Bank, standing to the north-east.

MR. MACDONALD CAMERON, M.P., was robbed of £5 Bank of England notes at the Raffles Hotel, Singapore, on the night of the 9th inst. They were stolen from his trousers pocket during the night.

A THOUGHTLESS heathen who was in charge of a cargo boat loaded with kerosene oil yesterday was fined \$10 at the Police Court this morning for failing to display a red flag, while having dangerous goods on board his craft.

THE withdrawal of so many troops from Tonquin has encouraged the bands of brigands to renew their activity. Several serious encounters are reported around Halphong and Hanol. One body stormed the goal at Sonay, killing the warden and releasing 160 prisoners.

WE regret to learn that the heavy gale of Sunday the 12th inst. caused great disaster to the fishermen of the Sze-tow district. According to reports received from Chinese sources no fewer than four hundred fishing boats and about three thousand lives were lost.

"THE Horse and Trumpeters," a public house in Crutched Friars, London, which has been permitted to sell ardent spirits for about three hundred and fifty years past, has had the renewal of its license refused, on account of there being no longer a demand for a public house in the neighbourhood.

A CHICAGO man who had been appointed receiver went to a lawyer and asked, "Out of \$10,000 passing through his hands how much ought a receiver to profit?" "Well, about \$10,000," was the reply. "Only \$10,000!" he exclaimed. "Who is to get the other \$10,000, I'd like to know!"

A LEGAL practitioner who has had many years' experience of the working of the amalgamated legal professions in New Zealand, says that Maori law-cases don't use up half as much money or time as in the case in New South Wales, where the barristers' trades union is an exclusive power in the land.

THE Band of the A. & S. Highlanders will play the following programme at the Polo match, Causeway Bay, to-morrow, commencing at 4.45 p.m.:—

March "Op 11,".....Schubert.  
Dance "Belshazzar's Feast,".....Strauss.  
Dance "The Merry Widow,".....Strauss.  
Dance "The Blue Danube,".....Strauss.  
Dance "The Rose Tree,".....Strauss.  
Dance "The Blue Danube,".....Strauss.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's steamer *Shanghai* left London on the 19th inst. for this port.

It is said that only one white man has ever crossed the island of Newfoundland from east to west, a distance of three or four hundred miles, and this journey was accomplished more than sixty years ago.

It isn't everybody who knows how the term "cravat" originated. Here is the story. The Cravates or Croates soldiers (666) wore a band of stuff around their throats to support an amulet they wore as a charm to protect them from subterfuge. Thus, what began in superstition in the seventeenth century ended in fashion, which still obtains among the gentlemen, and latterly among the ladies, of wearing a cravat, or rather a scarf or necktie.

It will be a cold day when Captain "Tommy" Gardner, of the steamship *Japan*, gets left. On the steamer's arrival at Singapore the other day four or five of the deck passengers were found to be without tickets and had no means to pay for their fares. Captain Gardner could not see his way to delay the steamer by prosecuting the stowaways, so he landed them ashore after painting one side of their faces white, and the other side black, with a blue stripe down the centre.

OUR nautical readers will be interested to know that a lighthouse has been erected at Yesanaki, (the Eastern entrance to Taguara Strait) in the province of Oshima (Hokkaido), Japan. The light, which is a second order catoptric revolving light, showing alternately a red and white flash every 15 seconds, will be exhibited for the first time on the 1st proximo. The elevation of the light above the sea is 144 feet and in clear weather, it will be visible from a distance of 17 nautical miles.

A POLO MATCH, Civilians v. The Club, will be played at Causeway Bay to-morrow afternoon, commencing at 4.30 p.m. The following are the teams:—

<b>CIVILIANS.</b>	<b>THE CLUB.</b>
Hon. T. H. Whitehead.	Lieut. R. de C. Boyd.
Mr. J. Armstrong.	Capt. Club.
Mr. W. P. Maclean.	Capt. Robinson.
Mr. W. A. Cruickshank.	Lieut. Kirk.

The Band of the Argyll and Sutherland Highlanders will be in attendance, and there will be a practice game in the intervals of the match.

THE head Tst-Fa lottery man in Aberdeen Street came trembling before Mr. Wise at the Magistrate's to-day. He admitted his connection with the lottery, and was promptly sent to the House of Correction. As soon as this case was concluded Detective Haddon appeared and succeeded in fixing a Lower Lascar Row (*tsa-fa* and *pak-hap*) lottery agent, whom he arrested in the street a few days ago in possession of £40 and a number of tickets. The defendant said he would willingly pay any amount up to the sum of \$200 as bail if his Worship would remand the case, say for a week or so, to give him a chance to prepare his defence. The Magistrate was too "Wise" to be caught in that way, and gaol'd him for two months.

MISS GRACE PLAISANT's company repeated "My Sweetheart" at the Theatre Royal City Hall, to-night, to a fairly large audience. The performance proved in every way a success, and was received with frequent and hearty applause. To-morrow night Bellini's grand opera "La Sonnambula" will be produced, on which occasion the company will be supported by Mr. C. H. Grace and a powerful corps of local amateurs. *Amina* is one of Miss Plaisant's best impersonations, affording ample scope for the exceptional vocal and histrionic powers for which this clever artist is so justly famed, and the Hongkong public will also have an opportunity of seeing Mr. Chas. Harding, to whose extent at least in his true element. There will doubtless be a crowded house to witness what is certain to be one of the events of the season.

ONE of the most sensible things ever said about marriage will be found in "Lord Melbourne's Papers," recently published. His lordship's perception was acute in all things, but on this subject it was particularly sharpened by his own experience. "Before marriage the shape, the figure, the complexion, carry all before them; after marriage, the mind and character unexpectedly claim their share, and that the largest of importance." If it were possible to reverse this arrangement, say a Sydney contemporary, the divorce courts might be shut up; but how is it to be done? It will never be done until we adopt Dr. Johnson's idea when he said that if any young people who wished to marry were to go before a judge and stand a cross-examination as to their suitability to each other, he would be a much better judge of the subject than they could be.

MESSRS. KELLY & WALSH, LD., the local agents of the Society for the Propagation of Japanese Knowledge, have added some "Views to Japan" by "Yongtan Shunp'o" to their store of literature, and want us to review the book. "Grenon" is the author's *nom de plume*, and the adventures of a born idiot form his subject, being dealt with in a *mythology* of autobiography and fiction. It is fairly well-written, moderately interesting, and would be really useful to any other born fools who contemplate a visit to Japan. We observe that all rights of republication are reserved. The author need not worry himself. Nobody is likely to take the trouble of republishing such mediocre stuff as the dry-as-dust contents of this gentleman's notebook. "Grenon" made a great mistake when he went in for literature. The best thing in the entire publication is the not altogether original names assumed by the irrepressible globe-trotter. The writer of this brochure is certainly both "verdant" and "simple."

THERE was a big "jam-oro" at Macao last Thursday, the occasion being the assumption of office by Capt. de Borja, the new Governor, and the celebration of the forty-third birthday of the Green Dwyer of Fortynia Maria Pia. Captain Borja, who has been in command of the garrison *Tsai*, brought that garrison over to Hongkong for the purpose of making a formal entry into Macao in his new capacity on the 16th inst. There were, of course, the customary salutes fired, and all the other ceremonial befitting such an important dual event—in fact, there was a sound of revelry in the historic palace of the Capetals, now in the possession of the Portuguese Government, until quite an early hour on Friday morning. And, to cap the feast, Captain Borja has already had some administrative experience, having been Governor of San Thomé, and he bears the reputation of being an energetic and able man. It cannot be denied that he has a difficult task before him in discharging the duties of his office, and it is to be hoped that he will be able to do so with credit.

THE Hongkong Hotel is to-day the sojourn of a place of three of the most noted visitors that Hongkong has seen for some time—Mr. Bonvalot, Prince Henri d'Orleans, and M. Deleat, who, as we have already gleaned from our previous notices, have been here for some time. The plucky trio is widely improbable, but is evidently a good vehicle for the exhibition of Mr. Sullivan's histrionic powers.

## ACROSS ASIA.

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THE *Strait Times* of the 10th inst. states that "the local bandman, Ahna Versah by name, died on Wednesday last after thirty years of service. He was a professed Mahomedan, and is said to have given away in charity the fees he earned at executions. His calling bore such an ill repute among his co-religionists, that few of them attended the funeral."

ONE of the deepest coal mines in the world is at St. Andre du Poirer, France, which yearly produces 300,000 tons. The mine is worked with two shafts, one 2,552 feet deep and the other 3,088. The latter shaft is being deepened, and will soon reach the 4,000-foot level. The remarkable feature in this deep mine is the comparatively low temperature experienced, which seldom rises to 75 per cent. Fahrenheit.

SOME 60 tons of copal varnish were missed from the premises of Messrs. Carmichael and Co., Pottinger Street, lately, and Mr. Kew, a partner of the firm, noticing the varnish was vanishing in a most unaccountable manner, kept a sharp watch. This morning, at an early hour, he succeeded in catching the thief leaving the godown with two tons under his arms. He ran him up to the Central Station, where Detective Inspector Quincey and Sergeant Haddon interviewed him, with the result, so common with creatures of his class, that he went back on the receiver of the goods, and returned to the workshop store in Tung Wah Lane. The thief was sentenced to two months with hard labor by Mr. Wise at the Police Court this morning, and the case of the receiver of stolen property stands remanded till Friday.

THE Bangkok *Times* in editorially dealing with the question of labour for the construction of railways, etc., etc., in Siam, observes:—"To import foreign labor, but there is expense attending this process which does not at once recommend it on the ground of economy. There are two sources from which a supply may be drawn, namely, China and India. The China product is the most accessible; and with the lines of steamers now running between Hongkong and Bangkok, there can be little difficulty in landing a thousand coolies here from the above-named port in a few days. But are they procurable at the other end? This is very doubtful. The regular established trade in China who devote themselves systematically to procuring labor for the plantations in Sumatra and the Straits Settlements, and although the very large business that is done in this way enables the agencies to maintain expensive establishments for the purpose of procuring the labor, still the supply does not satisfy the requirements of the plantations. The same difficulty prevails at this very moment at Pahang, and even at Perak, Larut, and Selangor, all of which are old and well-known labour absorbing fields. The regular established trade in China who devote themselves systematically to procuring labor for the plantations in Sumatra and the Straits Settlements, and although the very large business that is done in this way enables the agencies to maintain expensive establishments for the purpose of procuring the labor, still the supply does not satisfy the requirements of the plantations. 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**NEW YORK, October 2nd.**  
A Committee which has been formed here, and which includes the names of ex-President Hayes and ex-President Cleveland, has issued an eloquent appeal for funds towards the relief of the famine in Ireland.

**LONDON, October 2nd.**  
The death of Jean Baptiste Alphonse Karr, the celebrated French author, is announced. Lord Wolseley met with a grand ovation yesterday in Dublin, where he arrived to take over the command of the forces from Prince Edward of Sax Weimar.

The troopship *Malabar*, which sailed yesterday morning, has had to return to Portsmouth through stress of weather.

**October 3rd.**  
The *Times*, in commenting on the American appeal for the relief of Ireland, describes it as impudent and mendacious, as no famine exists in Ireland. The article adds that it is merely bidding for the Irish vote.

The remarks made by Signor Crispien in the telegram dated Naples 20th September were issued incorrectly, and should read—Signor Crispien denied that the Triple Alliance had been lately renewed, and said that it operates until 1892.

The *Times* states that the experts at the great industrial centres believe that the new American tariff will not permanently damage British trade, which after a period of transition will find new outlets.

An article in a Service magazine, from the pen of Lord Wolseley, urges the necessity of an international convention, declaring the importation of guns and powder into Africa to be an act of piracy. Rudyard Kipling is ill from overwork, and has gone on a voyage to recruit his health.

**SINCE, October 4th.**  
Sir Henry Drummond Wolff is seriously ill at Teheran, and will proceed to England immediately without visiting India.

**NEW YORK, October 4th.**  
Large iron and tin works are being organized in the United States with the object of reaping the benefit of the new Tariff Act.

**LONDON, October 5th.**  
In consequence of the wages dispute, the Scotch iron foundries are damping their furnaces, only nine of which are in blast, against eighty-four at the same time last year.

The wife of General Booth, head of the Salvation Army, is dead.

The project for producing Mahomed in the drama by Messrs. Hall and Caine on the English stage, is likely to be abandoned out of respect to the feelings of her Majesty's Mussulman subjects.

A monster demonstration took place at St. John's. David Thompson, a member of the House of Commons, in the course of which he said that the United States wished to coerce Canada into lowering the Union Jack, but her loyalty to the mother country was unwavering. Sir John Alexander MacDonald, Premier, predicted that Canada would ultimately secure most of the trade with Asia and Great Britain.

**October 6th.**  
The majority of the furnaces in Scotland have been paid off, and a number of them have started for the north of England. The production of pig iron is twenty thousand tons less weekly. The *Times* states that the Sultan of Zanzibar accepts four million pounds for the cession of the coast line to Germany.

Mr. Isaac Boyle, M. P. for Heywood division of South East Lancashire, in reviewing the cotton trade, said that things were looking brighter and that no more corners were probable. He believed the American cotton crop this year would exceed that of any previous years.

A Parliament Conference was opened in Dublin yesterday, when it was resolved to do its utmost to assist evicted tenants who are struggling for justice and to appeal to the British public in their behalf. It was also resolved to neglect nothing which might assist in overthrowing coercion. Seven Irish Members of Parliament, including Dillon and O'Brien, were appointed to advocate the cause in America. Mr. Parnell was not present, and wrote to the Chairman regretting his inability to attend.

**LISBON, October 6th.**  
Senhor Martens has failed to form a new Cabinet, and General Dabreu has been summoned by the King.

#### A SCENE IN COURT AT BANGKOK.

AN ENGLISH BARRISTER EJECTED.

When the case of *Regina vs. La Catu* was about to be heard at H. B. M.'s Consular Court on Tuesday last (Oct. 21st), the following scene took place in Court:

Mr. Mitchell, sitting on a chair that had been placed for him near the judge, and said: "I appear, Sir, for the prosecution in this case."

The Judge:—"Who are you? What right have you to address the Court?"

Mr. Mitchell:—"I am Mr. Mitchell, of the Middle Temple, barrister-at-law and—"

The Judge:—"Then you have no right here—"

Mr. Mitchell:—"I beg your pardon: I have a full right in three different capacities."

The Judge:—"You cannot be heard here; you must leave the Court."

Mr. Mitchell:—"I wish you to hear first what I have to say in answer to your question. And as I have a perfect right to appear here, I shall certainly not leave the Court unless turned out by force."

The accusation was then read over to Mr. La Catu, who pleaded "not guilty."

Mr. Mitchell:—"I have been asked by what right I appear here. In the first place I am instructed to do so by the Siamese Government, which, being on friendly terms with that of Great Britain, I apprehend, send any one it pleases to represent it in this way. If it sends a qualified and experienced barrister, you should be only the better pleased than if sent any one else. But if you refuse to hear me, then you are guilty of a gross outrage upon the comity of nations. That is not so much a matter to discuss here; but I warn you that such a proceeding would be a deliberate insult to a friendly nation."

The Judge:—"Oh yes; never mind all that. Now you must be removed from the Court."

Mr. Mitchell:—"What! I am not to be allowed to answer your question?"

The Judge:—"Well, you may go on."

Mr. Mitchell:—"In the second place I appear as the holder of a properly written authority signed by the prosecutor, and empowering me to act for him. Such authorities were recognized as valid by the old rules of this Court, and there is no other practice substituted by any new rules. There is nothing therefore to prevent a party from appointing his representative, as has been done constantly before, and there is no disability on my part, as I have never been found guilty of any offence of any kind."

The Judge:—"There is an Order suspending you from practising here; and it has never been superseded."

Mr. Mitchell:—"There was no power in this Court to make any such order; and far less to make it without proving any sort of grounds for it. The order was made by—well, I need not say what sort of a person—it was made without offering a single atom of evidence in support of it, or even offering me the slightest chance of disproving charges made in it. These charges were obviously and entirely false, as I can prove at any time. And not a single one of them has ever been proved or even publicly

alleged against me. Why, if you or any one else had anything to say to my charge, why don't you bring it forward like men? Instead of that, you make an order behind my back, and try to put this stigma upon me that I have done something wrong, though you know well enough that you can't prove any one single charge."

The Judge:—"You were suspended for misconduct, and you cannot now be re-admitted."

Mr. Mitchell:—"What misconduct? Where is the proof of it? What is the name of it? Do you sit here and talk of misconduct when you cannot even give it a name, and when not one atom of proof has ever been produced in support of it? What have you lived so many years and worn the Queen's uniform, and don't know better than that? You don't know that man is innocent until he has been proved to be guilty? The third ground which I have for appearing here is that I have been at the trouble and expense to get from the Middle Temple my authority to practice as a barrister. That authority gives me a right to practice in all English Courts of Law, and especially here, where the rules are altogether lax and vague. And that authority can only be revoked by the Institution which gave it. If, therefore, you had any fault to find with me, you should apply to that Institution, the Middle Temple, and then I could be disbarred. But you can't do that which even the judges of the High Court are unable to do. You can complain in the proper way; or you could, under certain circumstances, commit me for contempt of Court. You cannot, by mere force, interrupt and injure me in the lawful exercise of my profession. If you do so, then you are exceeding your authority as judge. You are no longer acting judicially but extra-judicially, and doing what as a judge you have no right to do. It is my duty to give you full notice of this, and if you offer me any violence, you do so after full notice and warning. Now then; order your man to remove me by force, if you wish to turn me out."

An Officer of the Court then, by command of the Judge, gave Mr. Mitchell a push in the direction of the door—

Mr. Mitchell (turning round at the door-way):—"I warn you that this is an illegal assault. I protest against it; and I give you notice that I shall claim my remedy at law."—*Bangkok Times.*

#### THE RISKS OF CHINESE TRAVEL.

II.

The perils which accompany travel on the backs of animals is matched by those which are contingent upon the use of wheeled vehicles. These are mainly found in the five or six northern provinces. In central China the innumerable canals furnish water-ways adequate to all the needs of a dense population, and render cart-roads wholly impracticable. On the great plain of northern China, the country is nearly as flat as central China, but as there are practically no canals, the cart-roads furnish the principal means of communication. In the north-western provinces the more or less narrow valleys are the only plains, and are traversed both by carts and mule-litters. In southern China, where animals are little used, long journeys are made in sedan-chairs, borne on the shoulders of men. Risks connected with such travel there undoubtedly are, but they are mainly of a minor type, and need not be dwelt upon. Mule-litters, being borne upon the backs of animals of uncertain temperament, are conveyances of an order distinct from those already described. Litters are used in the mountainous regions where there is often an almost total absence of roads, the routes of travel being sometimes mere ledges along the edge of the mountain, with a steep mountain wall upon one side and an abrupt precipice upon the other. In eastern Shantung and in Shensi, these litters are of a type quite different from those to be met with in the route from Peking to Kalgan. A mule litter, when packed, is a heavy load for four men to lift. The front mule is charged with the responsibility of selecting the path to be taken. The rear mule is charged with the duty of following on where the head mule and the litter lead him. In a narrow literal sense he walks by faith, and not by sight. If the front mule makes a mistake and falls, it is very difficult for the rear mule to keep his feet. If the rear mule makes a mistake and falls, it is difficult for the front mule to keep his feet. In either case the weight of the litter is an important factor, and the occupant will do well to prepare for a catastrophe. If the mules take fright and run, the litter, being loosely set upon a heavy frame which is a part of the saddle-pad of the mules, rocks from side to side, and eventually comes violently to the ground. In a case of this sort, a friend of the writer who was horrified to find the litter which contained them dashed down, and the child pitched out of the side window. The father rushed up to find that the child had been thrown into a bush, and was unhurt. The little boy, conscious that something had gone wrong and judging from previous experiences that in some way he had probably subjected himself to just criticism, made haste to apologise with the remark: "Freddy must be careful!" We have seen mule litters thrown down on a level road where there appears to be no cause whatever for the accident, and on the imperfectly made and dangerous paths which lead to the precipitous mountains it is not to be wondered at if travellers are sometimes put in extreme peril and occasionally experience serious mishaps.

The wheelbarrow is a vehicle which is much used in some parts of China where carts are unknown, and in other districts where a mode of transportation cheaper than a cart is desired. Under normal Chinese conditions, the dangers attending the use of the barrow may be considered as non-existent. With the Chinese, it is far more usual to see a barrow connected with its use are unequally shared between the bystanders, the passenger and the driver. A Chinese cart is a covered cage, without springs, on two wheels. In cities and for short distances a single animal is considered a sufficient motive power, but for a journey of any length the shaft mule (or horse) is reinforced by another which is intended to take its place to one side of the animal in the shafts and considerably in advance. The harness of this front mule is of the most elementary description, frequently consisting of nothing more than a collar to which are adjusted a pair of ropes the other ends of which are attached to the right extremity of the cart axle. Why the front animal is not driven directly in front of the one in the shafts, so as to make a tandem team, it is difficult to conjecture, and impossible to ascertain by inquiry. The only reply would be, "We do not drive them in that way." The consequence is that the front animal enjoys a licence often literally unbridled. To pull is a labour of love, and a Mongolian pony, as already remarked, does not love. If he is droop, he will travel for long periods of time with the ropes a little slack, so as to do no pulling whatever. If the driver touches him with the whip, the pony darts forward with impulsive fury, gives the cart a sudden jerk, and then relaxes into the slack-rope exercise. If he is especially ambitious, he will occasionally make a break directly up a steep bank, or perhaps, when the driver is not watching, stand stock still, allowing the wheel to pass over the ropes, and then coolly turn about and pull backward, so that the driver is obliged to go around behind the cart to see what has become of him. The vagaries of the front animal are rather a source of annoyance

to the driver than of danger to persons in the vicinity, but this is by no means certain to be the case in cities and towns. He often has a habit of making a sudden rush for any wide doorway which resembles that of an inn, and in turning corners he not infrequently hesitates a moment and then plunges impetuously forward to the imminent danger of the lives of those in the often crowded streets. He sometimes playfully mounts the narrow porches in front of the shops as if to pursue his journey there. These perils are supported by posts slight in structure and merely resting upon their supports (not let into them by a mortise) so that a very moderate traction would apparently suffice to pull down a whole row of them, and demolish the entire front of a building. With a particularly antic horse in the lead, one frequently travels through Chinese towns with his heart in his mouth, lest some disaster of this sort should take place. The phlegmatic carter, however, wastes no sentiment. When he observes that his leading horse is about to do some serious mischief of this kind, he merely remarks authoritatively *Hai-lai, Hai-lai* (come back, come back), and the animal always comes back, but why he does not keep on that he may have the pleasure of seeing the building tumble we cannot explain. The risks to pedestrians from Chinese carts, even in the few cities having wide streets, such as Peking, Moukden, and some in Shensi, is not inconsiderable. But in the ordinary Chinese city of narrow streets, the danger is indefinitely greater. It is the universal Chinese theory that the public street's belong primarily to the persons living adjacent to them, secondarily to those who have for any purpose taken possession of them, and only incidentally to the general public who wish to traverse them. Upon this simple theory every Chinese puts out in the street whatever it is inconvenient to store in the shop or in the narrow courtyard. Vendors of all varieties of articles, many of them of the most fragile description, heap up their wares by the side of the street, and whoever impinges upon them does so at his peril. This is especially the case in towns and cities during the time of the holding of markets, the rights of which for the time being take precedence of every other human interest. In traversing a great provincial capital during the early hours, when the market for vegetables is at its height, the writer has had his carter seized by a stalwart villager, one of whose crates blocking up the highway had been run into, for which he demanded reparation. It was nothing to the market-man whether the cart could or could not get by; his business was to sell his vegetables. It is related of Sydney Smith that he complained to one of his parishioners that the streets of York were so narrow that it was hardly possible for wiggins to pass one another. The parishioner indignantly denied the charge, and affirmed that there were wiggins enough to pass, and *two inches to spare!* Most Chinese cities are either of this type or more probably have avenues so narrow that for carts to pass one another is obviously impossible, and should they happen to meet in such alleys, it is necessary for one of them to be forced backward to the nearest crossing—which, as Chinese animals are seldom taught to back, is a work of difficulty and involving much time. In many country towns, to say that a market is in progress is equivalent to saying that the streets are utterly impassable to wheeled vehicles, and travellers must find some other and circuitous route. The responsibility of the carter for any damage which his cart or his animals may cause is a most serious matter. As in other Chinese affairs the law of repossibility takes no account of the possibilities of the case, but simply of the results. The carter who runs over a man renders himself liable to a banishment of two years and a half, although the accident may have been due to no fault of the carter. Dr. Williams in his "Journals in North-China" mentions a case in which one of the animals in his cart took a bite of grass from the basket of a passing child, thus drawing the basket away from the child's grasp, the boy turned to rescue his grass he fell under the shaft, and but for the promptness of the driver in stopping the animal, the consequences would have been most dramatic. Just what these consequences would be, to a foreigner, it is impossible to forecast in detail, but of two things one may rest assured: they would include the expenditure of a great deal of time and of a great deal of money. The possibility of such results must be included in the risks of Chinese travel.—*N. C. Daily News.*

was given, the considerations and conditions that favor the maintenance of small stocks would act in favor of increasing them. Merchants would add to their store in anticipation of good demand and high prices. But would "moderate" notice of war be given? Everything tends to show there would be no such warning. Sir George goes on to say that he has expressed no thought that justifies a conclusion that a measure of insurance would in any way form a substitute for our navy; on the contrary, if there is any truth in the statement and figures, it tends to establish how necessary it is to maintain a navy "sufficient for our needs," and that the stronger, more efficient, and better organized our fleet is, the greater is the probability of the maintenance of peace, and of security and success should war unhappily arise. It is not possible to deal with the rules and regulations in detail that would have to be established to carry out a system of national insurance. No doubt there are difficulties; but is that any reason, if the object is right and is approved, why they should not be surmounted? The great public interests that are involved should be primarily considered. Surely the object is worth consideration with the view to provide an entirely satisfactory solution of a most difficult problem. No arguments against a scheme of national insurance to be carried out only when in a state of war have been brought forward that have not presented themselves to, and been overcome by, the present system of insurance against ordinary risks.—*London Insurance.*

**FOOCHOW.**

18th October.

The first fire of the season took place on Monday last, at about half past four p.m. on the other side of the long bridge. According to reports current, some hundred houses were destroyed, but no lives were lost.

The authorities are still earnestly offering prayers for rain, in order to save the rice crop, many fields having now entered in the list of "total failure." It is predicted that with the prevailing scarcity of rice in the exporting countries, coupled with the disastrous floods in the North, the price of rice here will reach very high quotations.

The following are the tea cargoes of each steamer as per consignees' returns since our issue of 4th instant:—

For London:—  
Per *Myosne* ..... 754,318 lbs.  
For Continent of Europe:—  
Per *Myosne* ..... 1,038,071 "

For Sydney:—  
Per *Chingtu* ..... 14,832 "  
For Melbourne:—  
Per *Chingtu* ..... 333,451 "  
For Adelaide:—  
Per *Chingtu* ..... 763,011 "

For Queensland Ports:—  
Per *Chingtu* ..... 52,112 "  
For New York:—  
Per *Chingtu* ..... 41,190 "

For Amoy:—  
Per *Chingtu* ..... 217,630 "  
Per *Chingtu* ..... 81,713 "  
Per transshipment to steamship *Oceanic*.  
—*Echo.*

**Co-day's Advertisements.**

**VICTORIA LODGE.**  
No. 1026.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 22nd instant, at 8.30 for 9 O'CLOCK precisely. Hongkong, 22nd October, 1890. [1495]

**THEATRE ROYAL.**  
CITY HALL, HONGKONG.

GRACE FLAISTED'S "MY SWEET HEART" COMPANY.

TO-MORROW, THURSDAY, 23rd October, Bellini's Grand Opera, "LA SONNAMBULA," with the kind assistance of Mr. C. H. GRACE, as Count Rudolph, and a full chorus of Leading Amateurs.

SATURDAY, 25th October, "LA PERICOLE."

Box Plan at Messrs. KELLY & WALSH'S. CHAS. HARDING, Manager. Hongkong, 22nd October, 1890. [1497]

FOR A FEW DAYS ONLY.

NOVELTY AND MYSTERY, an Exhibition never previously seen in the Far East, NOW OPEN AT No. 9, LYNHURST TERRACE. Performances every half-hour. Admission ..... 25 Cents. Hongkong, 22nd October, 1890. [1499]

FOR SHANGHAI.

THE Steamship "AMOY." Captain T. Lehmann, will be despatched for the above Port, TO-MORROW, the 23rd inst., at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co. Hongkong, 22nd October, 1890. [1498]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship "DIAMANTE." Captain G. Taylor, will be despatched for the above Ports, on SATURDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to RUSSELL & Co. General Managers. Hongkong, 22nd October, 1890. [1493]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATON APCAR." Captain J. C. Spence, will be despatched for the above Ports, on TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co. Agents. Hongkong, 22nd October, 1890. [1492]

FOR SALE.

A Mr. Kennedy's Horse Repository, a thorough-bred English Bull and Terrier DOG 18 months old. Just imported. Hongkong, 22nd October, 1890. [1491]

Intimations.

**HONGKONG TRADING CO., LTD.,**  
(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

**SPECIAL SHOW.**

**DURING THIS WEEK.**

**SILKS AND SATINS.**

**VELVETS AND PLUSHES.**

**FOR WALKING AND EVENING COSTUMES.**

**HONGKONG TRADING CO., LTD.**

(Late THE HALL & HOLTZ C. Co., Ltd.)  
Hongkong, 17th October, 1890.

**MARINE HOTEL**  
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINE and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction. JAS. EDWARDS, Proprietor. [1476]

**NOTICE TO CONSIGNEES.**  
FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES OF CARGO per Steamship "ARRATON APCAR" are hereby informed that their goods are being landed at the Hongkong and Kowloon Wharf, and C. & W. Company's Godowns at West Point, whence delivery may be obtained. Cargo remaining undelivered after the 28th inst., will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed, that all claims must be made before the departure of the steamer, otherwise they will not be entertained. Bills of Lading will be countersigned by DAVID SASSOON, SOY & Co., Agents. Hongkong, 22nd October, 1890. [1470]

**Intimations.**

**GOVERNMENT NOTIFICATION.**

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from Belcher's Battery in a Westerly direction, TO-MORROW, the 23rd instant, between the hours of 3 and 5 P.M.

All Ships, Junks, and other Vessels are cautioned to keep clear of the range. By Command, W. M. DEANE, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 22nd October, 1890. [1463]

**NOTICE.**

FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BROWN LARD IN BLADDERS, Fresh and Pickled ENGLISH PORK, SAUSAGES, &c., &c.

Also, BEEF in Joints and corned, BLACK PUD-DINGS, Pork and Game PIES. S. R. GALE. Shanghai, 10th October, 1890. [1437]

**G. RENNIE STEWART,**  
MANUFACTURER'S AGENT AND GENERAL COMMISSION MERCHANT,  
12, D'ARVILLE STREET, HONGKONG.

AGENT FOR J. & R. HARVEY & Co., Dundashill Distillery, Glasgow.

McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera, and Oporto.

Valencia Iron & Steel Co., Glasgow.

Pulmoner Engineering Co., London, Ice Machines.

Wilson & Baird, Engineers' Ironmongers, Glasgow.

Boyd & Robertson, Tweed Mills, Selkirk.

Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogue and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machines and Wood Working Machinery, Bottling and Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Rith Hats and Helmets, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloths, Machinery Belting in Leather, Rubber, and Patent Toughened Hair, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulmoner Engineering Co.'s No. 1 Champion Hand Ice-Making Machine can also be seen and tried. Hongkong, 28th August, 1890. [1230]

**PURE ICE.**

IN from two to three minutes, by the Pulmoner Engineering Co.'s Champion Hand Ice-Making Machine.

NO FREEZING POWDERS REQUIRED. Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, etc.

The No. 1 Machine is very portable and compact—Measurements 24" by 18" by 12". The No. 2 Machine can be seen and tried, and prices ascertained at the Office, No. 12, D'ARVILLE STREET.

All Machines tested by actual ice-making before delivery. G. RENNIE STEWART, Agent, Hongkong. [1231]

**NOTICE.**

**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour a notice of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction. D. GILLIES, Secretary. Hongkong, 21st August, 1891. [11]

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HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINE and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction. JAS. EDWARDS, Proprietor. [1476]



## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

## THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th inst., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's, and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
available for 6 months.....  
To Liverpool.....325.00  
To London.....325.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked, to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 16th October, 1890.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 26th day of October, 1890, at 10 A.M., the Company's Steamship "NECKAR," Captain H. Supper, with MALES, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA. Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M., on 23rd September, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 29th September, 1890.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## THE Steamship

"CAELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$225.00  
To San Francisco and return.....393.75  
available for 6 months.....  
To Liverpool.....325.00  
To London.....325.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. on Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 14th October, 1890.

## Mails.

## CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

SUSSEX	FRIDAY	Oct. 31st
BATAVIA	SATURDAY	Nov. 14th
ABYSSINIA	THURSDAY	Dec. 4th
PARTHIA	THURSDAY	Dec. 25th
BATAVIA	SUNDAY	Jan. 25th
ABYSSINIA	THURSDAY	Feb. 19th

## THE Steamship

## "SUSSEX"

Captain Holt, sailing at NOON, on FRIDAY, the 31st October, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

## RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria	\$310.00
To Port Townsend, Seattle, Tacoma	\$310.00
To Portland, Oregon	\$320.00
To Winnipeg, Minneapolis, St. Paul	\$360.00
To Chicago, Kansas City, Milwaukee	\$375.00
To St. Louis, Detroit, Cincinnati	\$380.00
To Hamilton, Kingston, London (Ont.)	\$380.00
Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington	\$490.00
To Quebec, Boston, Portland (Maine)	\$295.00
To Halifax, St. John's	\$305.00
To Liverpool	\$325.00
To London, via Liverpool	\$330.00
To Paris and Bremen	\$345.00
To Havre and Hamburg	\$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only. Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months at 25 per cent. off Return Fare.

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 12th October, 1890.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROHILLA," Captain F. Speck, with Her Majesty's Mails, will be despatched from this Port for LONDON direct, via SUEZ CANAL, on THURSDAY, the 30th inst., at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, 20th October, 1890.

## Consignees.

## UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, AND SINGAPORE.

THE Steamship "YORKSHIRE,"

Captain Arnold, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from along-side.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 28th inst., or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 20th October, 1890.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF Cargo per Steamship "CITY OF RIO DE JANEIRO"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent.

Hongkong, 18th October, 1890.

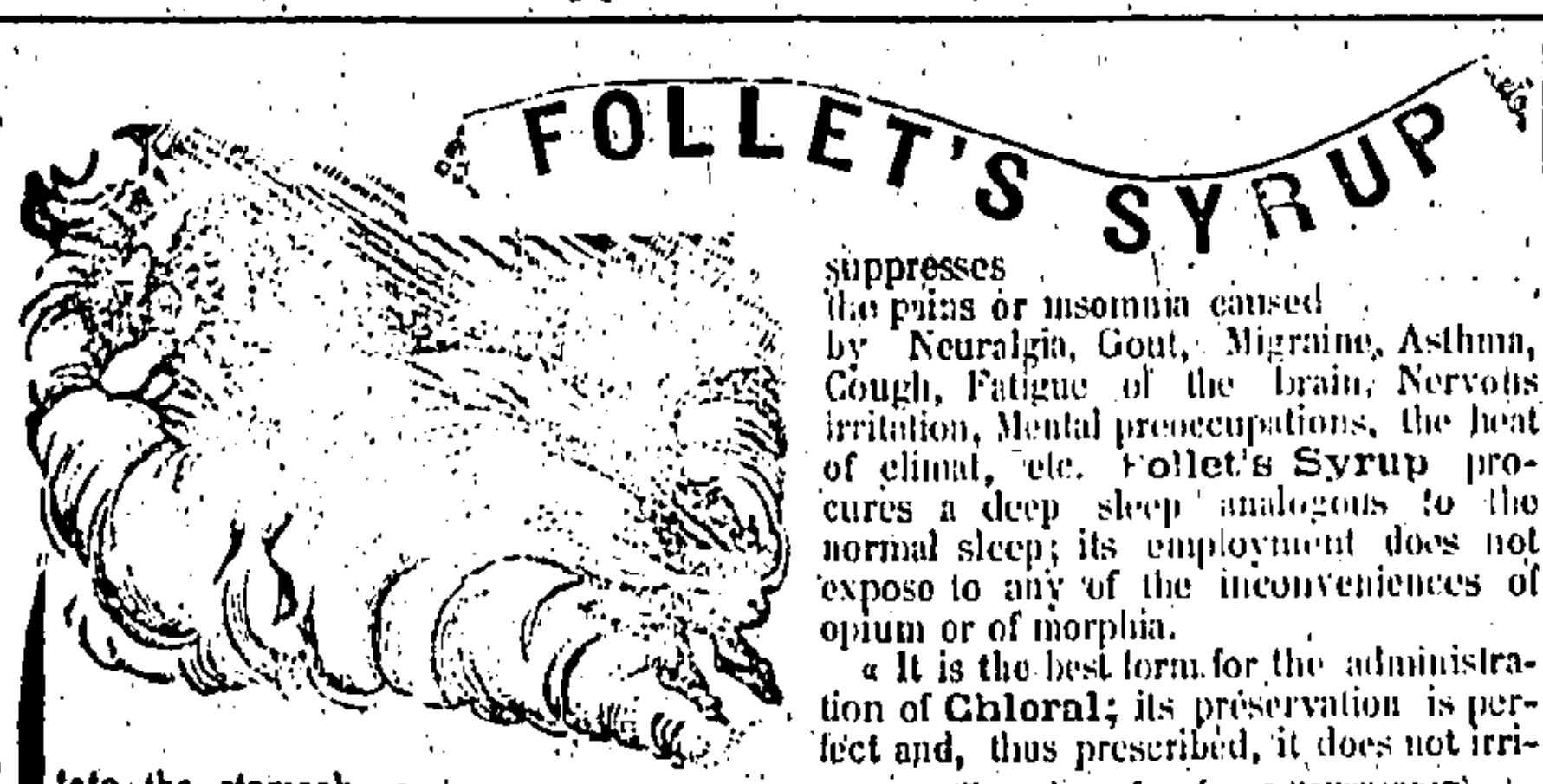
## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Menelaus	Liverpool	October 23rd	Butterfield & Swire.
Oceana	Hamburg	October 23rd	Siemssen & Co.
Mogul	Singapore	October 23rd	Adamson, Bell & Co.
Monmouthshire	Singapore	October 24th	O. & S. S. Co.
Bermida	Singapore	October 28th	Carlowitz & Co.
Lombardy	Bombay	November 3rd	P. & O. S. N. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Rohilla	P. & O. S. N. Co.	Oct. 30th, at noon.
London, via Suez Canal	Deucalion	Butterfield & Swire.	October 4th.
Marseilles, via Saigon, &c.	Opack	Arnhold, Karberg & Co.	About Oct. 28th.
Bremen and Ports of Call.	Ironside	Messageries Maritimes.	To-morrow, at noon.
New York, via Suez Canal	Neckar	Adamson, Bell & Co.	Oct. 26th, at 10 a.m.
San Francisco, via Ythama	Thorndale	O. & S. S. Co.	About Oct. 26th.
San Francisco, via Ythama	Gaelic	O. & S. S. Co.	Nov. 1st, at 1 p.m.
Vancouver, B.C., via S. &c.	City of Rio de Janeiro	Pacific Mail S. S. Co.	Oct. 25th, at 1 p.m.
Singapore, Penang, &c.	Sussex	Adamson, Bell & Co.	Oct. 31st, at noon.
Yokohama, via Nag., &c.	Thibet	P. & O. S. N. Co.	Oct. 24th, at noon.
Shanghai, Kobe, &c.	Bormida	Carlowitz & Co.	Nov. 7th, at noon.
Shanghai, via Amoy	Polythymia	Siemssen & Co.	Oct. 27th, at noon.
Shanghai, via Amoy	Verona	P. & O. S. N. Co.	Oct. 31st, daylight.
Shanghai, via Amoy	Clyde	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Amoy	Siemssen & Co.	To-morrow, at 4 p.m.
Shanghai, via Amoy	Monmouthshire	Adamson, Bell & Co.	October 25th.
Shanghai, via Amoy	Mogul	Adamson, Bell & Co.	October 24th.
Shanghai, via Amoy	Menelaus	Butterfield & Swire.	October 24th, daylight.
Coast Ports	Namoa	Douglas Lapraik & Co.	Oct. 24th, daylight.

## Intimations.



Follet's Syrup is sold in nearly all the pharmacies of all countries, and is prepared by the Firm of L. Frere, 19, rue Jacob, Paris, who obtained the highest recompense, gold medal, at the International Exhibition of Sydney, Amsterdam, Paris, &c.

Agents in Hongkong:—A. S. WATSON & Co., Ltd. DAKIN BROS. OF CHINA, Ltd.

## HONGKONG HIGH LEVEL TRAMWAYS COMPANY, Ltd.

## WINTER TIME-TABLE.

## WEEK DAYS.

8 to 10 A.M. every quarter of an hour.  
12 (noon) to 1 P.M. every quarter of an hour.  
2 to 3 P.M. every half hour.  
3 to 7, 7.30 P.M. every quarter of an hour.

## SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

## SUNDAYS.

CHURCH TRAM at 10.40 A.M.  
12 (noon) to 1 P.M. every quarter of an hour.  
3 to 7.30 P.M. every quarter of an hour.  
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.  
Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 21st October, 1890.

## Geo. Fenwick &amp; Co., LIMITED.

## VICTORIA FOUNDRY, WANCHAI.

## ENGINEERS, IRON and BRASS

## FOUNDERS, GOVERNMENT &amp; GENERAL CONTRACTORS, &amp;c.

Established 1880.

Hongkong, 20th January, 1890.

## TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEARIN BROS. & Co., 15 Bund, Yokohama, next door to Farago's Photographic Studio.

## NOTICE.

JAYE'S SANITARY COMPOUNDS—COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

ST. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:—

"It is the best Disinfectant in use." W. G. HUMPHREYS & Co., Bank Buildings, London, says:—

"It is the best Disinfectant in use." W. G. HUMPHREYS & Co., Bank Buildings, London, says:—

## NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS

1, Lee Hoeg Road are suitably lighted to produce all styles of Portraits in any weather. CABINETS from \$5 a dozen.

CARTES DE VISITE from \$3 a dozen.

LIFE SIZED BUSTS in Colour, or Black & White.

IVORY MINIATURES, &c., &c.

NEW VIEWS OF HONGKONG and the Coast. Views are always ready.

Hongkong, 24th September, 1890.

Hongkong, 24th September, 1890.

Hongkong, 24th September, 1890.

## To be Let.

## TO LET.

FIRST FLOOR OF HOUSE, 15, Praya Central.  
AND FLOOR OF HOUSE, No. 64, Queen's Road Central.  
Apply to

LAI HING & Co., No. 153, Queen's Road Central.  
Hongkong, 22nd March, 1890.

## TO BE LET.

FROM the 1st of November, a well-furnished HOUSE at the Peak. Four good rooms, bath room, pantry, &c. Rent \$35 a month.  
Apply to

E. J. ACKROYD, Supreme Court.  
Hongkong, 16th October, 1890.

## TO LET.

TWO GROUND ROOMS OF HOUSE No. 20, in Wyndham Street, with cook's room &c., for \$15 per month from 1st of November next, also the message No. 22, in the same street for \$50.  
Apply to

V. GUTIERREZ, Hongkong, 16th October, 1890.

## TO LET.

Possession from 1st November, 1890.

FIRST FLOOR No. 1, Blue Buildings.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 20th September, 1890.

## TO LET.

Immediate Possession.

TOP FLOOR OF No. 17, Praya Central (above Messrs. Douglas, Lapraik & Co.'s Office).

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 26th September, 1890.

## TO LET.

With Immediate Possession.

GROUND FLOOR No. 2, Blue Buildings.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st July, 1890.

## TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET.

OFFICES AND CHAMBERS in Connaught House, Queen's Road Central.

OFFICES in Victoria Buildings.

TUSCULUM, MAGAZINE GAP.

No. 3, GOUGH HILL, The Peak, Furnished.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 10th October, 1890.

## TO BE LET.

THREE HOUSES at Wild Dell Buildings, Wanchai Road.

A BUNGALOW and HOUSE on the Upper Richmond Road.

No. 1, RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS.

TO BE LET OR SOLD.

On favourable terms, with Immediate Possession.

EIGHT HOUSES at "Mountain View," Peak District, near Plover's Gap.

If sold part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUPP.

36, Queen's Road Central, Hongkong, 4th October, 1890.

## TO LET.

FROM the 1st November next, Nos. 6 and 9